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CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
N DOCUMENTS OR RADIO BROADCASTS

REPORT

50X1-HUM

CD NO.

COUNTRY USSR

SUBJECT Economic - Railroads

DATE OF INFORMATION 1948

HOW
PUBLISHED Daily newspapers

DATE DIST: / Jul 1949

WHERE
PUBLISHED USSR

NO. OF PAGES 3

DATE
PUBLISHED 8 - 28 Sep 1948

SUPPLEMENT TO
REPORT NO.

LANGUAGE Russian

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RAILROAD TO CONNECT KAZAKHSTAN
WITH VOLGA AREA

EXPEDITION MAKES SURVEY -- *Turkmenskaya Iskra*, No 193, 28 Sep 48

At the beginning of 1948, an expedition of "Dneprotransproyekt," under supervision of A. Ye. Potolov, Engineer-Major of roadbeds and structures, completed a terrain survey for a railroad from Urgench to Kungrad. The surveyors tried to find suitable access to the Ust-Urt Plateau, which descends abruptly to the south and obstructs the course of the railroad. The engineers suggested that the ascent to the plateau may be achieved by double traction, i.e., by two locomotives.

The Chardzhou-Kungrad line will represent the southern section of the Chardzhou-Aleksandrov Gay main line. The plan for this section has been worked out in its basic points. Surveyors now must develop the plan for the middle section, from Kungrad to Makat. The latter is located on the Gur'yev-Kandagach railroad.

The middle section is about 750 kilometers long and is the most difficult. Beyond Kungrad, it passes through terrazs which has abundant cavern formations. This provides work for geologists. The ascent to Ust-Urt is over a steep 90-meter cliff. A survey of ground conditions must be made at this point. About 400 kilometers of the line will run across the Ust-Urt Plateau, which has never been thoroughly explored. There are practically no inhabited places in this part of the country. The supply of fresh water will be a different problem.

The northern slope of Ust-Urt is more passable than the southern. Here the region begins to merge with the Ural steppe. Here the railroad line enters the territory of the Kazakh SSR, crosses the Eaba River, and connects with the railroad leading to Gur'yev. A line will also be laid along the shore of the Caspian Sea.

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A research party under K. A. Koshkin recently arrived in Chardzhou and will lay out the roadbed from Kungrad to the north. Another party, under A. T. Mironenko, will move from the opposite direction, starting out from the Gur'yev-Kandagach line. A geological group is also going to the construction site. The expedition will be led by Engineer A. O. Fil'man, who earlier took part in survey work on the Kandagach Gur'yev line.

Preliminary research, covering about 400 kilometers, is planned this year.

The operating base for the southern group of the expedition will be in Kungrad. Research workers will have at their disposal an airplane, seven automobiles, and camel transport. Radio will be used for communication.

In constructing the roadbed of the middle section, an original automatic leveling instrument, designed by Soviet Engineer Arktanov, will be used for the first time. It is built on a bicycle. While, with an ordinary leveling instrument, the surveyors can survey 5 kilometers a day, the new instrument will make it possible to survey terrain at the speed of walking. It will also provide an automatically recorded chart of the leveling, that is, a finished profile. An automatic tachymeter of new design will also be used.

7,360 KILOMETERS OF ELECTRIC RAILWAYS -- Sovetskaya Litva, No 228, 25 Sep 48

By the end of 1950, the total length of electric railroads in the Soviet Union should reach 7,360 kilometers. During the 10-year period before the war, an average of 200 kilometers of railroads per year were converted to electricity. During the postwar Five-Year Plan the average figure increased to 1,000 kilometers.

One of the most important tasks of railroad workers is the electrification of the Ural-Siberian mainline, 2,350 kilometers long, extending from Novosibirsk to Dema station, near Ufa. This railroad connects the most important industrial regions of the Urals and Kuzbass and is one of the leading lines in the country with regard to freight capacity. Electrification of the entire length of the Ural-Siberian Railroad must be completed during this Five-Year Plan.

Sovetskaya Latvija, No 213, 8 Sep 48

Kounrad Mine is connected with Balkhash Copper-Smelting Plant by a 20-kilometer railroad line. This road is now being electrified and by the end of the year the first electric train will carry Kounrad ore to the Copper-Smelting Plant.

REDUCTION IN TRAIN SERVICE -- Sovetskaya Latvija, No 213, 8 Sep 48

Because of a decrease in the number of passengers, 12 trains will be discontinued in each direction on the Riga-Vzmor'ye Line starting 7 September. Eight of them will be discontinued to and from Kemer, two to and from Sloka, one to and from Tukums, and one to and from Stende.

LATVIAN RAILROAD STATIONS RESTORED -- Sovetskaya Latvija, No 227, 24 Sep 48

The Germans destroyed 140 Latvian railroad stations, but since liberation dozens of such stations have been restored. Among these are the Yelgava, Tselis, Bulduri and Kegum stations. Recently a new station was opened up at Rezekne. A new one will soon be opened at Kemer.

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RAILROAD WORKERS SHORT OF PLAN -- Turkmenstaya Ishra, No 190, 24 Sep 48

Ashkhabad railroad workers are not meeting their pledges to fulfill the year's plan for freight ahead of schedule and to load not less than 45,000 freight cars above plan. Many tank and freight cars, loaded with perishable and unperishable goods, stand for days at a station. Enterprise directors have failed to provide adequate storage facilities and unloading platforms. During 8 months of 1948 the Mary "Zagotzerna" base held up 360 freight cars for a total of 1,804 freight-car hours and has been fined 8,500 rubles. The locomotive sector of the Mary division has delayed beyond the norm the unloading of more than 300 freight cars of fuel for locomotives and engines.

Workers of the Ashkhabad trunk line are not making a real effort to achieve their main objective in the turnover of freight cars. In August, turnover of freight cars was more than 24 hours short of the plan.

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